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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE GROUP 230



In re application of:)
LeRoy G. Hagenbuch) Group Art Unit: 234
Serial No. 717,042) Examiner: B. Mattson
Filed: April 1, 1985)
Title: Apparatus And Method)
Responsive To The)
On-Board Measuring Of)
The Load Carried By)
A Truck Body)

INFORMATION DISCLOSURE STATEMENT

Honorable Commissioner of
Patents and Trademarks
Washington, D.C. 20231

Dear Sir:

In accordance with 37 C.F.R. §1.56, applicant directs the Examiner's attention to the references cited by the European Examiner in connection with the issuance of a search report for the European cognate of U.S. Serial No. 874,273. The '273 application is a continuation-in-part of the present application. The references identified by the European Examiner in his search report are listed on the attached form PTO-1449, and copies of the references are attached for the Examiner's convenience. Also identified on the attached form PTO-1449 are non-patent publications identified by applicant in connection with his ongoing involvement in the field of vehicle management. Copies of these non-patent publications are also enclosed.

To ensure the Examiner is aware of all related cases, the following pending applications have been filed in applicant's name and are of a related technology.

U.S. Serial No. 910,648 (a continuation of U.S. Patent No. 4,630,227); and

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U.S. Serial No. 874,273.

In accordance with 37 C.F.R. §1.98, the following are concise explanations of the relevance of each of the documents listed on the attached form PTO-1449.

Reference:

AA. The patent discloses a location monitoring system for buses. Signposts located along bus routes include location data for interrogation by electronics on-board the bus. The location data is communicated to a control center for monitoring the movement of the bus.

AB. The patent discloses a location monitoring system for vehicles wherein a passive signpost is interrogated by electronics on-board the vehicle. The location information determined from the signpost is communicated to a central monitoring station.

AC. The system of this patent utilizes a combination of signposts and dead-reckoning in order to maintain a "real-time" determination of vehicle location. A vehicle location is reset or zeroed when it reaches a signpost. For movement of the vehicle between signposts, a dead-reckoning method is utilized.

AL. The system disclosed in this patent is substantially similar to the system described in Reference AC.

AM. The published application discloses a vehicle location monitoring system utilizing signposts and a central control station. A transmission scheme is disclosed which allows for communication between the vehicle and the signpost and the vehicle and the central control station utilizing only a single operating frequency, thereby eliminating any need for extra receivers and transmitters at the vehicle.

AN. This system discloses a network of passive signposts which are interrogated by electronics on-board a vehicle. The signpost includes location data which is gathered by the on-board electronics and downloaded to a central control location.

AQ. Applicant believes that the system disclosed in this advertisement brochure utilizes signposts to monitor arrival and departure times at specific work sites.

AR. The reference discloses a computerized vehicle dispatch system which applicant understands to simply include a stationary transmitter/receiver and on-board transmitter/receivers for tracking vehicles with the help of an operator interface.

AT. This publication discloses an automatic truck dispatching and identification system for use in an open-pit mining environment wherein signposts are strategically placed throughout the mine in order to update the location of a vehicle by way of an on-board electronic circuit interrogating the signpost. The on-board circuit downloads the vehicle location data to a central station for use by a controller to automatically determine the optimum dispatch order for the vehicle.

AU. This brochure discloses a system which is interfaced to a Loran-C receiver/channel modem. The Loran-C signals picked up by the receiver are converted into information used to calculate vehicle location. This information is then transmitted via an existing two-way radio to a central dispatch location.

AV. This reference discloses a vehicle location system which combines a dead-reckoning approach with a satellite-location system. The dead-reckoning system is primarily relied upon and updated periodically by reference to a "transit" satellite.

BM. The brochure discloses a vehicle management system which detects the presence of a vehicle at predetermined sites. The detection of a vehicle is transmitted to a central control location for monitoring by a dispatcher.

BN. This article discloses a software program for determining the best routes for a fleet of vehicles. No real-time monitoring is provided.

BO. This article discloses a truck location and dispatching system which relies upon the truck operator to enter information regarding truck location and activity into an on-board computer. The on-board computer transfers the information to a central location where the information is utilized in connection with an algorithm for determining a dispatch instruction.

BQ. This paper discloses a system which utilizes a Loran-C receiver to pinpoint a location of a vehicle. The vehicle location is transmitted to a central dispatch location. When a vehicle must be dispatched to a particular site, the dispatcher can dispatch the closest vehicle.

CI. This reference discloses a vehicle data collection and management system which utilizes signposts at various working locations and vehicle ID circuitry on-board each truck such that important hauling parameters identified by each signpost can be associated with a particular truck ID and downloaded to a central management station. For example, one signpost may be incorporated with a scale such that the weight of the truck can be obtained and matched with a vehicle ID for downloading to a central location.

CJ. This reference discloses a vehicle location system which utilizes signposts and a type of dead-reckoning wherein odometer sensors are attached to the right front wheel of the vehicle in order to measure the distance a vehicle has traveled from a reference signpost.

Hagenbuch, U.S.S.N. 717,042

Signed at Chicago, in the County of Cook and State of Illinois this 22 day of September, 1988.

Respectfully submitted,

John B. Conklin

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CERTIFICATE OF MAILING

I hereby certify that this Information Disclosure Statement is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner of Patents and Trademarks, Washington, D.C. 20231 on this 22 day of September, 1988.

By John B. Conklin

Dated: Sept. 22, 1988